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SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-
2SAILPLANE, VOLUME 2**

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Flying Operations

**SAILPLANE AIRCREW EVALUATION
CRITERIA**



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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*, Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*. It establishes procedures and criteria for evaluation of all aircrews performing duties in AF sailplanes, including the TG-15, TG-16, and any other sailplane acquired to conduct AF-approved sailplane flying programs. This AFI does not apply to the Air National Guard. With the exception of the associate instructor pilot program, this AFI does not apply to the Air Force Reserve Command. Requests for waivers must be submitted through the chain of command to the appropriate Tier waiver approval authority, and filed in accordance with AFI 33-360. According to AFI 11-200, major commands (MAJCOM) will coordinate proposed MAJCOM-level supplements to this volume through AETC/A3V to USAF/A3O prior to publication. (T-1). Field units below MAJCOM level will coordinate their supplements through their parent MAJCOM OPR prior to publication. (T-1). Submit suggested improvements to this instruction on AF Form 847, Recommendation for Change of Publication, to the parent MAJCOM through standardization and evaluation channels to AETC/A3V. USAF/A3 is the approval authority for changes or revisions to this instruction. The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. Privacy Act System of Records Notice F011 AF XO A, Aviation Resource Management System (ARMS) applies, and is available on line at <http://www.defenselink.mil/privacy/notices/usaf/>. The authorities to collect and maintain the records prescribed in this publication are Title 37 United States Code, Section 301a, Incentive Pay, Public Law 92-204, Section 715, Appropriations Act for 1973, Public Law 93-570

(Appropriations Act for 1974), Public Law 93-294, Aviation Career Incentive Act of 1974, and Executive Order 9397, Numbering System for Federal Accounts Relating to Individual Persons, November 22, 1943, as amended by Executive Order 13478, Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers, as amended, November 18, 2008. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS). (T-1).

SUMMARY OF CHANGES

Added tiered system for wing level compliance requirements. Removed references to TG-10 and added references to TG-16. Incorporated all changes listed on AF Form 847, AETC 12 0092: TG-16 updates (opening paragraph, 2.1.2.3; Table 2.2, Area 21; Area 21 Q and Q- criteria; Area 28b; Area 35a, b, and c, Q and Q- criteria), updated airbrake Q criteria (Area 28b), and Low Pattern U criteria (Area 35b) to agree with AFI 11-2Sailplane, Volume 3. Clarified MP and FP evaluation requirements (2.3), and IP evaluation requirements (2.4). Clarified evaluation of critical areas (1.3.4). Specified a pubs check during QUAL evaluations (2.1.2). Both sailplanes require ballast management (1.4.1.5). Added “Note 4” to Table 2.2 for the TG-15. Clarified and updated Table 3.1, areas 26c (Q), 27 (U), 28 (Q, Q-), 29 (Q-), 35a (Q-), 35b (Q-, U), 35c (Q), 36a (Q, Q-, U), and 36b (Q, Q-, U).

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Chapter 1

GENERAL INFORMATION

1.1. Conducting Evaluations. Units will conduct all evaluations in accordance with the provisions of AFI 11-202, Volume 2, *Aircrew Standardization and Evaluation Program* and this instruction. (T-2).

1.2. Procedures:

1.2.1. Flight examiners (FE) will use the evaluation criteria contained in **Chapter 3** for conducting flight and emergency procedures evaluations (EPE). (T-2). To ensure standard and objective evaluations, each FE must become thoroughly familiar with the prescribed evaluation criteria. (T-2).

1.2.2. Conduct all evaluations in two-place sailplanes. (T-2). Unless specified, the examinee will fly in the seat that best enables the FE to conduct a thorough evaluation. (T-2). The FE normally occupies the front seat during periodic instructor mission evaluations.

1.2.3. Prior to the flight, the FE will brief the examinee on the purpose of the evaluation and how it will be conducted. (T-2). The examinee accomplishes required flight planning during the evaluation and furnishes the FE a copy of necessary mission data, mission materials, and maps (as required).

1.2.4. The FE will thoroughly debrief all aspects of the flight. (T-2). Debriefs include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. The FE will debrief a squadron supervisor after all evaluations. (T-2). A squadron supervisor must attend the debrief if the overall grade is Qualification Level 3 (Q-3). (T-2).

1.2.5. To initially qualify as an instructor, a pilot must successfully complete a dedicated initial instructor evaluation. (T-2). Subsequently, crewmembers designated as instructors will be evaluated on their ability to instruct during all periodic evaluations. (T-2). FEs will act as students for the purpose of evaluating the examinee's instructional ability. (T-2).

1.3. Grading Instructions:

1.3.1. Tolerances in performance parameters are based on conditions of smooth air and stable aircraft conditions. Momentary deviations from tolerances will not be considered in grading, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Consider cumulative deviations when determining the area grade. Airspeed criteria are given in knots indicated airspeed (KIAS).

1.3.2. FEs will use the evaluation criteria in **Table 3.1** to determine individual area grades. (T-2). When individual areas are performed well above the grading criteria standards, then make an appropriate comment stating performance and/or instruction was commendable in the Examiner's Remarks in the Comments block of the AF Form 8, *Certificate of Aircrew Qualification* or AF Form 8A, *Certificate of Aircrew Qualification (Multiple Aircraft)*. (T-2). FEs must exercise judgment when wording of areas is subjective and specific situations are not covered. (T-2).

1.3.3. Derive the overall flight evaluation grade (Q-1, Q-2, or Q-3) from the area grades, based on a composite of the observed events and tasks according to AFI 11-202, Volume 2, this instruction, and FE judgment. (T-2).

1.3.4. Critical areas must be accomplished. (T-2). If the examinee receives an unqualified grade in any critical area, the overall grade for the evaluation will be unqualified (Q-3). (T-2). Critical areas are identified by "Critical" in the area title in **Table 3.1**. Grade critical areas as qualified ("Q") or unqualified ("U"). (T-2).

1.3.5. The general evaluation criteria in **Table 1.1** apply during all phases of flight (except as noted in Table 3.1 for specific events).

Table 1.1. General Evaluation Criteria.

I T E M	A	B	C	D
	General Area	Q	Q-	U
1	Altitude	±100 feet	±200 feet	Exceeds Q- limits
2	Airspeed	±5 KIAS	±10 KIAS	Exceeds Q- limits
3	Heading	Maintains/rolls out ±15° of desired heading	Maintains/rolls out ±30° of desired heading	Exceeds Q- limits

1.4. Emergency Procedures Evaluation (EPE). FEs will administer an oral EPE on the ground. (T-2). During the evaluation, the FE will include a sampling of emergency procedures resolved to a logical conclusion. (T-2).

1.4.1. The FE will include an evaluation of the following items on the EPE:

1.4.1.1. General knowledge to include aircraft systems, operating procedures, and the National Airspace System (NAS). (T-2).

1.4.1.2. Emergency procedures. Evaluate all boldface procedures and at least one non-critical aircraft emergency procedure. (T-2).

1.4.1.3. Off-field landing procedures. (T-2).

1.4.1.4. Advanced programs information (if certified). (T-2).

1.4.1.5. Ballast management (if required, IAW Table 2.2). (T-2).

1.4.2. Units will not permit examinees receiving an overall unqualified grade (Q-3) because of an unsatisfactory EPE to fly in any aircrew position until the examinee completes a successful reevaluation. (T-2).

1.5. Completion of AF Form 8 or AF Form 8A. Record aircrew member qualifications using the AF Form 8 or AF Form 8A, in accordance with AFI 11-202, Volume 2. (T-2).

1.5.1. When an evaluation in one aircraft satisfies the evaluations requirements in another aircraft, include a comment stating so in the examiner's remarks on an AF Form 8. (T-2).

1.5.2. With the exception of restrictions and exceptionally qualified designation (if used), place all comments on the reverse side of the AF Form 8 or AF Form 8A. (T-2).

Chapter 2

EVALUATION REQUIREMENTS

2.1. General. There are four types of sailplane evaluations: qualification (QUAL), mission (MSN), instructor (INSTR) and SPOT. Evaluations include requisites and required areas. Table 2.1 indicates when a requisite is required (R) for an evaluation. **Table 2.2** prescribes required areas that must be included in the flight evaluation profile. (T-2). Evaluation areas are aligned under the type of evaluation.

2.1.1. Alternate Evaluation Methods. Alternate evaluation methods are not authorized. (T-2). If the FE determines one or more of the required items cannot be adequately evaluated, the examinee must complete an additional flight to complete the evaluation. (T-2).

2.1.2. Publications Check. During QUAL evaluations, the FE will check the following publications during the evaluation:

2.1.2.1. For TG-15 evaluations: TO 1G-15(T)-1CL-1, *Pilots' Abbreviated Flight Crew Checklist, USAF Series TG-15A/B Sailplanes*; the local IFG, and the advanced soaring IFG (if certified). (T-2).

2.1.2.2. For TG-16 evaluations: TO 1G-16(T)-1CL-1, *Pilots' Abbreviated Flight Crew Checklist, USAF Series TG-16A Sailplanes*; the local in-flight guide (IFG), and the advanced soaring IFG (if certified). (T-2).

2.1.2.3. When a periodic evaluation in one aircraft satisfies the evaluation requirements in another aircraft, check each set of publications. (T-2).

2.2. Requisites. **Table 2.1** indicates the minimum requisites for each type of evaluation. When periodic evaluations are combined, accomplish all requisites for each evaluation and document in the ground phase of the AF Form 8 or AF Form 8A. (T-2). When a periodic evaluation in one aircraft satisfies the evaluation requirements in another aircraft, requisite examinations may be combined into a single exam.

Table 2.1. Evaluation Requisites.

I T E M	A	B	C	D
	Requisite	QUAL	MSN/INSTR	SPOT
1	Open Book Exam	R		
2	Closed Book Exam	R		
3	Boldface Exam	R	R	
4	EPE	R	R	

2.3. Pilot (FP or MP) Evaluations. All pilot evaluations are QUAL evaluations. The examinee briefs the sortie profile and flies from the front seat, center of gravity (CG) permitting. All MP and FP evaluations will include two sorties to accomplish Area 34, Simulated Rope Break. (T-2). Periodic pilot evaluations may include either one or two sorties. Include all required areas from **Table 2.2** in the flight evaluation profile. (T-2). The examinee will perform all takeoffs and

landings. (T-2). A periodic QUAL evaluation in any sailplane may satisfy the periodic QUAL evaluation requirements in any sailplane so that only one periodic QUAL evaluation is required. A Requalification (RQ) QUAL evaluation in any sailplane may satisfy the RQ evaluation requirements in any other sailplane such that only one RQ evaluation is required, provided the pilot was previously qualified in both sailplanes, and the approved RQ plan specifies that intent.

2.4. Instructor Pilot (IP) Evaluations. Following the initial MSN/INSTR evaluation, all periodic IP evaluations are combined MSN, QUAL, and INSTR evaluations to evaluate both proficiency and instructor ability. (T-2). All initial instructor evaluations will include a minimum of two sorties, in order to accomplish Area 34, Simulated Rope Break. (T-2). Periodic instructor evaluations may include either one or two sorties. All IP evaluations will include all required areas from **Table 2.2** in the flight evaluation profile. (T-2). Units will publish evaluation profiles based on examinee certifications and provide mission materials suitable for use as notional student training records. (T-2). The examinee determines the mission profile to accomplish optimum student training (based on mission materials provided) and all required areas. The examinee will perform a takeoff and landing. (T-2). The examinee debriefs the examiner after the sorties. (T-2). A periodic MSN evaluation in any sailplane may satisfy the periodic MSN evaluation requirements in any sailplane so that only one periodic MSN evaluation is required. A RQ MSN/INSTR evaluation in any sailplane may satisfy the RQ evaluation requirements in any other sailplane such that only one RQ evaluation is required, provided the pilot was previously qualified in both sailplanes, and the approved RQ plan specifies that intent.

Table 2.2. Sailplane Pilot Evaluation Requirements.

A R E A	A	B	C
	Title	QUAL	MSN/INSTR
1	Publications	R	
2	Mission Planning	R	R
3	Mission Briefing/Debriefing	R	R
4	Ground Operations	R	R
5	Takeoff	R	R
6	Aerotow	R	R
7	Clearing	R	R
8	General Aircraft Control	R	R
9	Transfer of Aircraft Control	R	R
10	In-flight Checks	R	R
11	In-flight Planning/Area Orientation	R	R
12	Communications	R	R
13	Crew Coordination	R	R
14	Risk Management/ Decision making	R	R

A R E A	A	B	C
	Title	QUAL	MSN/INSTR
15	Task Management	R	R
16	Airmanship (Critical)	R	R
17	Safety (Critical)	R	R
18	Aircrew Discipline (Critical)	R	R
19	Situational Awareness (Critical)	R	R
20	Oxygen Use		
21	Ballast Management	Notes 2, 4	Notes 2, 4
22	Box-the-Wash		
23	Slack Line	R	R
24	Slow Flight	R	R
25	Steep Turns		
26	Stalls	Note 1	Note 1
27	Spiral Dive Recovery		
28	Slip		
29	Spin Prevent	R	R
30	Spin	Note 2	Note 2
31	Aerobatics		
32	Cross Country		
33	Wave Flight		
34	Simulated Rope Break	Note 3	Note 3
35	Patterns	Note 1	Note 1
36	Landings	Note 1	Note 1
37	Emergency Procedures	R	R
38	General Knowledge	R	R
39	Instructor Ability		R

Notes:

1. Sample at least one type of stall, pattern, and landing as listed under the appropriate area in **Table 3.1**.
2. Required for spin IPs.
3. Required for all initial qualification and initial instructor evaluations.
4. Required for all pilots qualified in TG-15.

Chapter 3

EVALUATION CRITERIA

3.1. Evaluations. To ensure standard and objective evaluations, use Grading Criteria in [Table 3.1](#) for required proficiency standards.

Table 3.1. Evaluation Criteria.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
1	Area 1. Publications.	Publications were current, contained all supplements and changes, and were properly posted.	Publications contained minor deficiencies that would not impact flight safety or mission accomplishment.	Publications were outdated, contained multiple deficiencies or contained deficiencies that would impact flight safety or mission accomplishment.
2	Area 2. Mission Planning.	Developed a plan to complete all mission requirements in a timely manner and IAW all applicable directives. Completed all go/no-go requirements. Was prepared at briefing time.	Made minor errors or omissions that did not detract from mission effectiveness. Demonstrated limited knowledge of approved operating procedures or rules in some areas.	Made major errors or omissions that would have prevented a safe or effective mission. Displayed faulty knowledge of operating procedures. Did not complete all go/no-go requirements. Was not prepared at briefing time.
3	Area 3. Mission Briefing/Debriefing: a. Organization.	Briefing or debriefing was well organized with a logical sequence. Finished in time to allow for preflight of personal equipment and aircraft.	Briefed events out of sequence or in a way that was hard to follow.	Briefing was disorganized, or created doubt and confusion. Made major errors or omissions in briefing or debriefing. Did not allow time for preflight of personal equipment and aircraft.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
	b. Presentation.	Clearly presented all mission requirements and goals. Ensured all mission objectives were clearly briefed, understood, and debriefed. Tailored briefing for the experience level of the other crewmember. Solicited questions and comments.	Was hard to follow and had some redundancy. Dwelled on nonessential mission items.	Briefing was redundant throughout, or overwhelmed the other crew member. Analysis of events or maneuvers was incomplete, inaccurate, or confusing.
	c. Mission Coverage.	Clearly defined mission requirements and objectives. Presented all events and discussed techniques for accomplishing the mission.	Omitted some mission objective or training events. Had limited discussion of techniques.	Did not establish objectives for the mission. Made major errors or omissions in briefing or debriefing.
4	Area 4. Ground Operations.	Accurately determined readiness of aircraft for flight. Performed all pre-takeoff and post-landing checks in accordance with the flight manual and applicable directives. Ground handled the aircraft properly.	Minor procedural deviations occurred that did not detract from mission effectiveness.	Omitted major items of the appropriate checklist. Made major deviations in procedure that would prevent safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
5	Area 5. Takeoff.	Maintained smooth aircraft control directly behind the tow plane (± 10 feet and within the confines of the runway) throughout takeoff. Established proper pitch attitude allowing the aircraft to become airborne at the prescribed liftoff speed. Applied proper crab after takeoff to remain directly behind the tow plane. Once the tow plane was airborne, transitioned smoothly and timely to the standard aerotow position.	Made minor procedural deviations that did not detract from takeoff. Control was rough or erratic. Alignment behind the tow plane was ± 15 feet and within confines of the runway. Rotated to become airborne at the prescribed liftoff speed ($-5, +10$ [KIAS]). Slow to transition to standard aerotow position.	Takeoff was potentially dangerous. Failed to establish proper takeoff attitude and/or standard aerotow position. Overcontrolled aircraft, resulting in excessive deviations from intended flightpath.
6	Area 6. Aerotow: a. Straight.	Used appropriate control inputs to remain coordinated in the appropriate aerotow position.	Aerotow position was erratic but safe. Was slow in correcting back to appropriate aerotow position.	Made major deviations or control inputs that would have caused major deviations from the appropriate aerotow position.
	b. Turns.	Used appropriate control inputs to roll in, maintain, and roll out of turns in the appropriate aerotow position. Flew the same arc as the tow plane.	Position during aerotow turns was erratic but safe. Was slow in correcting back to appropriate aerotow position.	Made major deviations or control inputs that would have caused major deviations from the appropriate aerotow position.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
	c. Release.	Planned and executed release in the proper location and position. Attained a suitable airspeed for the existing conditions and traffic. After release, completed a coordinated turn (minimum of 90° or offset for traffic pattern) away from the tow plane.	Made minor deviations that did not detract from safety of release.	Released with a traffic conflict for the sailplane or tow plane. Made less than a 60° clearing turn or did not offset in the pattern. Released in the wrong location or position. Did not establish a safe flying airspeed.
7	Area 7. Clearing.	Maintained constant vigilance during all phases of flight using visual and auditory information to recognize and avoid traffic conflicts. Communicated conflicting traffic to other crewmember.	Clearing was intermittent throughout the sortie. Was slow to take actions to reduce potential conflicts.	Clearing was inadequate, and actions were not taken to reduce potential conflicts. Failed to communicate traffic conflicts to other crewmember.
8	Area 8. General Aircraft Control.	Demonstrated thorough knowledge of primary and secondary (trim) flight controls and used them to maneuver the aircraft properly. Maintained appropriate airspeeds for each particular phase of flight. Remained coordinated during all applicable phases of flight. Initiated timely roll out for desired heading.	Made recurring minor deviations that did not detract from overall aircraft control.	Made major deviations that detracted from overall aircraft control. Consistently exceeded tolerances.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
9	Area 9. Transfer of Aircraft Control.	Transferred aircraft control using appropriate physical and verbal procedures.	Made minor errors in physical and/or verbal procedures. Safety was not compromised.	Did not follow physical and verbal procedures. IP intervention was required to avoid doubt as to who was controlling the aircraft.
10	Area 10. In-flight Checks.	Correctly performed all required in-flight checks in a timely manner. Referred to appropriate checklists for all normal and simulated emergency procedures (time and conditions permitting).	Made minor deviations or omissions during in-flight checks that did not detract from safety or mission accomplishment. Failed to verbalize or enforce challenge and response items.	Did not perform in-flight checks. Made major deviations from checklist procedures.
11	Area 11. In-flight Planning/Area Orientation.	Followed area procedures regarding area boundaries, required ground tracks, and altitude restrictions for all phases of flight. Efficiently used available airspace to safely accomplish the mission.	Made minor errors in area management that did not prohibit mission accomplishment. Was slow to adjust mission profile for time, weather and area limits.	Exceeded area boundaries or would have violated established procedures. Made major errors in area management that prohibited mission accomplishment.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
12	Area 12. Communications.	Had complete knowledge of and complied with correct communication procedures. Effectively communicated with concise, accurate, and proper radio terminology. Maintained awareness of other radio calls and timed outgoing transmissions appropriately.	Occasionally deviated from correct procedures requiring retransmissions. Was slow to initiate or missed some required calls. Made minor errors or omissions which did not significantly detract from situational awareness, or mission accomplishment. Transmissions were not in proper sequence or used nonstandard terminology. Communication was sometimes unclear or confusing but did not significantly impact mission accomplishment or flight safety.	Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted or missed numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness or mission accomplishment. Unclear or confusing intercockpit communication significantly impacted mission accomplishment or flight safety.
13	Area 13. Crew Coordination.	Interacted with other crewmember to recognize and correct unsafe conditions. Effectively coordinated with other crewmember throughout the mission. Contributed to the smooth and efficient operation of the aircrew.	Crew coordination was adequate to accomplish the mission. Deficiencies in crew communication or interaction resulted in degraded crew efficiency.	Poor crew coordination would have seriously degraded mission accomplishment or potentially impacted safety of flight.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
14	Area 14. Risk Management/ Decision Making.	Accurately identified contingencies and alternatives. Gathered and cross-checked available data before deciding. Clearly stated decisions and ensured they were understood.	Made minor errors in Identifying contingencies, gathering data, or communicating a decision that did not affect safe or effective mission accomplishment.	Improperly or ineffectively identified contingencies, gathered data, or communicated a decision that seriously degraded mission accomplishment or safety of flight.
15	Area 15. Task Management.	Correctly prioritized and managed multiple tasks based on existing and new information that assured mission success.	Made minor errors in prioritization or management of tasks that did not affect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks that seriously degraded mission accomplishment or safety of flight.
16	Area 16. Airmanship. (Critical)	Executed assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension.	(Note: Because this area is critical, Q- is not applicable.)	Decisions, or lack thereof, would have resulted in failure to accomplish the assigned mission. Demonstrated poor judgment that could have compromised safety.
17	Area 17. Safety (Critical)	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	(Note: Because this area is critical, Q- is not applicable.)	Was not aware of or did not comply with all safety factors required for safe operation or mission accomplishment. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
18	Area 18. Aircrew Discipline. (Critical)	Demonstrated strict professional flight and crew discipline throughout all phases of the mission.	(Note: Because this area is critical, Q- is not applicable.)	Failed to exhibit strict flight or crew discipline. Violated flight restrictions or established procedures.
19	Area 19. Situational Awareness. (Critical)	Accurately analyzed flight conditions to minimize effects of adverse factors and capitalized on opportunities. Maintained glide capability awareness and planned or acted in a timely manner to ensure safe mission accomplishment. Never exceeded the capability to safely control the aircraft. Prioritization of flight requirements assured mission success.	(Note: Because this area is critical, Q- is not applicable.)	Misanalysis of flight conditions and/or failure to prioritize, plan, or act in a timely manner would have seriously degraded mission accomplishment or potentially impacted safety of flight.
20	Area 20. Oxygen Use.	Accurately determined equipment status. Properly donned and doffed oxygen equipment. Actively monitored oxygen throughout the mission and complied with all established oxygen requirements. Adjusted mission profile to comply with oxygen limitations.	Made errors in oxygen management procedures that did not prevent mission accomplishment. Had difficulty accurately determining equipment status or was slow to adjust mission profile for oxygen limitations.	Could not accurately determine equipment status. Could not properly don and doff oxygen equipment. Failed to adequately monitor oxygen status or comply with established oxygen requirements. Poor oxygen management prevented mission accomplishment.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
21	Area 21. Ballast Management.	Planned, loaded, and managed ballast to remain within center of gravity limits and satisfy mission requirements.	Made minor errors or omissions that did not detract from mission effectiveness. Was slow to manage ballast for landing (TG-15 only).	Used incorrect ballast loading or management procedures. Would have exceeded aircraft limits.
22	Area 22. Box-the-Wash.	Starting from the high tow position moved laterally, then down, over, and up, to fly a box around the prop wash, stopping momentarily at each corner and finishing in the high tow position. The bottom of the box passed through the low tow position.	Control was erratic but safe. Did not stop momentarily at one or more corners. Finished maneuver by transitioning from upper corner to standard aerotow position.	Made major deviation(s) during the maneuver. Control inputs, left uncorrected, would have resulted in an unsafe situation.
23	Area 23. Slack Line.	Recognized a slack line condition and corrected promptly without entering a significant secondary slack line. Minimized deviation below the standard aerotow position. Returned to the standard aerotow position in a timely manner.	Made minor deviations that did not detract from overall recovery. Minor delay in control inputs. A significant secondary slack line developed.	Made control inputs which resulted in abrupt closure between the sailplane and tow plane. Made a major delay in recovery which placed the sailplane well below the standard aerotow position.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
24	Area 24. Slow Flight.	Determined and maintained airspeed 3 to 5 KIAS above the first aerodynamic indication of a stall. Performed wings- level flight and shallow turns at calculated airspeed (± 3 knots). Used sufficient rudder to remain coordinated throughout the maneuver.	Made minor deviations in coordination that did not detract from the maneuver. Momentarily allowed aircraft to decelerate to first aerodynamic indication of stall.	Allowed the aircraft to stall. Exceeded 30° of bank. Gross deviations in coordination.
25	Area 25. Steep Turns.	In turns using 45-60° of bank maintained correct airspeed (± 10 knots). Rolled out on desired point ($\pm 20^\circ$). Used sufficient rudder to remain coordinated throughout the maneuver.	Was erratic in airspeed and bank. Did not remain coordinated throughout the maneuver.	Exceeded 70° of bank or 20 KIAS above correct airspeed. Allowed the aircraft to stall. Rolled out greater than 40° from desired point. Steep turn developed into a spiral dive.
26	Area 26. Stalls: a. Nose-High Stall.	After entering a full, nose-high stall, relaxed backstick pressure, rolled wings level (if required) using rudder (primary) and ailerons, and recovered to a safe flying airspeed without entering a secondary stall.	Did not fully stall the aircraft. Entered secondary stall, but recovered properly.	Delayed recovery and/or misapplied flight control inputs, resulting in excessive altitude loss. Did not recognize the secondary stall and did not recover properly.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
	b. Turning Stall.	After the first aerodynamic indication of an impending stall, promptly relaxed backstick pressure, closed airbrakes (if open), and rolled wings level using rudder (primary) and ailerons. Completed the recovery to an approximate pattern airspeed pitch attitude without stalling the aircraft.	Delayed recovery beyond the first indication of aerodynamic buffet. Did not recover to approximate pattern airspeed pitch attitude. Stalled the aircraft, but recovered promptly.	Failed to recognize stall indications. Misapplied flight controls in a manner that aggravated the pending stall and resulted in excessive altitude loss. Stalled the aircraft and did not recognize the stall or recover promptly. Entered the incipient phase of a spin.
	c. Landing Attitude Stall.	After the first aerodynamic indication of an impending stall, promptly relaxed backstick pressure (primary), closed airbrakes, and rolled wings level (if required) using rudder (primary) and ailerons. Completed the recovery by establishing the landing attitude and minimum safe flying airspeed without stalling the aircraft.	Delayed recovery beyond the first indication of aerodynamic buffet, but recovered promptly from the stall. Allowed the nose to momentarily drop below the landing attitude during recovery.	Did not close the airbrakes. Misapplied flight controls in a manner that aggravated the stalled condition and resulted in excessive altitude loss. Entered a secondary stall.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
27	Area 27. Spiral Dive Recovery.	After entering a spiral dive, recovered promptly by relaxing backstick pressure, rolling to a bank angle less than 45° with coordinated rudder and aileron, and recovering to a normal flying attitude and airspeed.	Continued backstick pressure resulted in a decrease in airspeed or increase in aircraft pitch relative to the horizon. Began to pull out of the dive before decreasing bank angle less than 45°.	Airspeed increased above 100 KIAS. Would have exceeded aircraft limitations without IP intervention.
28	Area 28. Slip.	Smoothly applied airbrakes (as required), wing-low ailerons into the wind, and rudder (away from the wind) as required to increase the descent rate. Maintained proper ground track. Maintained pitch picture as airspeed indication fluctuated. Recovered to coordinated flight and an appropriate airspeed for the current phase of flight.	Attempted to control the ground track incorrectly. Applied aileron/rudder in the wrong direction. Erratic pitch control.	Made major deviations in pitch control which resulted in erratic airspeed. Allowed the aircraft to stall.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
29	Area 29. Spin Prevent.	After an uncontrollable wing or nose drop and the first indication of rotation, immediately recovered by simultaneously, and at the same rate, applying (with positive control movement) forward stick (to break the stall) and opposite rudder (to stop the nose track and roll wings level). Completed the recovery back to wings level without entering a secondary stall.	Was slow to recognize first indication of rotation. Delayed initiation of the spin prevent recovery. Excessive forward stick resulted in a nose low condition.	Applied control inputs that aggravated the maneuver. Without IP intervention, the aircraft would have entered a developed spin or exceeded aircraft limitations.
30	Area 30. Spin.	Entered and recognized a developed spin. Properly executed boldface procedures and recovered with minimum altitude loss. Did not exceed operating limits during entry or recovery.	Was slow to recognize aircraft departure or make necessary flight control inputs. Delayed initiation of boldface procedures.	Failed to perform or improperly performed boldface procedures. Without IP intervention, the aircraft would have exceeded aircraft limitations.
31	Area 31. Aerobatics.	Maneuvers were smooth, positive, coordinated, and flown IAW all applicable directives. Attained proper entry parameters prior to beginning the maneuver.	Entry parameters were not met and energy levels were not adequate to properly accomplish maneuver. Aircraft control during maneuvers was adequate, but not smooth and positive. Minor procedural deviations occurred.	Significantly missed entry parameters. Maneuvers were not flown IAW directives. Aircraft control was erratic, causing unsatisfactory accomplishment of maneuvers.

A R E A	A	B	C	D
	Grading Criteria			
	Grading Area	Q	Q	U
32	Area 32. Cross Country.	Attempted to fly the planned route. Deviated for weather, terrain, etc. as required. Demonstrated proficiency in reading in-flight maps, navigation computer use and glide computer use. Demonstrated the ability to locate and remain within an area of lift using various degrees of bank. Continually assessed the ground along the route of flight for potential landing areas and properly rank ordered them.	Had difficulty flying the planned route; deviations were due to pilot error. Had difficulty reading in-flight maps or using navigation or glide computers. Had difficulty locating or remaining within an area of lift. Intermittently assessed the ground along the route of flight for potential landing areas. Had difficulty properly rank ordering available landing areas.	Became lost. Was unable to read in-flight maps or use navigation or glide computers. Could not locate or remain within an area of lift. Stalled the aircraft. Interfered with other aircraft in a thermal. Failed to assess the ground along the route of flight for potential landing areas. Was unable to properly rank order potential landing areas.
33	Area 33. Wave Flight.	Maneuvered to enter and remain within the wave lift band. Efficiently used available wave lift and wave flight techniques. Recognized and reacted to different levels of turbulence.	Was slow to recognize or use wave lift to sustain flight. Could not consistently remain in the lift band.	Was unable to recognize wave lift or safely remain within the lift band.
34	Area 34. Simulated Rope Break.	Correctly performed the boldface procedures and took the appropriate action to make a safe pattern and landing considering location, altitude, traffic, and existing weather conditions.	Was slow to recognize rope break. Delayed initiation of boldface procedures.	Failed to perform or improperly performed boldface procedures. Was unable to make a safe pattern and landing without IP intervention.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
35	Area 35. Patterns: a. Normal Pattern.	Arrived over the entry point at 800 feet AGL (± 100 feet). Flew proper ground track based on existing weather conditions and rolled out on final no lower than 200 feet AGL. Maintained proper pattern airspeed (-0,+5 knots) and glidepath. Used sufficient control inputs to maintain groundtrack and aimpoint on final.	Arrived over the entry point at 800 feet AGL (± 150 feet). Ground track was safe but erratic. Rolled out on final no lower than 200 feet AGL. Glidepath or pattern airspeed was erratic (-5, +10 knots).	Would have exceeded Q- limits for pattern altitude or airspeed. Ground track was unsafe. Would have rolled out on final lower than 200 feet AGL. Glidepath was erratic.
	b. Low Pattern.	Arrived over the entry point at 600 feet (± 100 feet). Adjusted ground track based on existing weather conditions and rolled out on final no lower than 200 feet AGL. Maintained proper pattern airspeed (-0, +5 knots) and glidepath. Used sufficient control inputs to maintain groundtrack and aimpoint on final.	Arrived over the entry point at 600 feet (± 150 feet). Ground track was safe but erratic. Glidepath and/or pattern airspeed were erratic (-5, +10 knots). Rolled out on final no lower than 200 feet AGL.	Would have exceeded Q- limits for pattern altitude or airspeed. Ground track was unsafe. Would have rolled out on final lower than 200 feet AGL. Glidepath was erratic. Would have landed without sufficient stopping distance.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
	c. Extended Base Pattern.	Positioned the aircraft downwind from the entry point at a safe altitude. Sequenced the aircraft on extended base and did not interfere with other downwind traffic. Arrived over extended base entry point at extended base entry altitude ± 100 feet. Flew proper ground track glidepath based on existing weather conditions and rolled out on final no lower than 200 feet AGL. Maintained proper pattern airspeed (-0, +5 knots) and glidepath. Used sufficient control inputs to maintain groundtrack and aimpoint on final.	Arrived over extended base entry point at extended base entry altitude ± 150 feet. Caused minor disruption to other downwind traffic. Ground track was safe but erratic. Rolled out on final no lower than 200 feet AGL. Glidepath or pattern airspeed were erratic (-5, +10 knots).	Created a traffic conflict with aircraft on downwind. Would have exceeded Q-limits for pattern altitude or airspeed. Ground track was unsafe. Would have rolled out on final lower than 200 feet AGL. Glidepath was erratic.
	d. Downwind Pattern.	Adjusted the traffic pattern as necessary to safely arrive on an opposite direction final above 200 feet AGL. Maintained proper pattern airspeed (-0, +5 knots) and glidepath. Used sufficient control inputs to maintain ground track for a landing in the unit-designated landing area.	Ground track was safe but erratic. Rolled out on final no lower than 200 feet AGL. Glidepath or pattern airspeed were erratic (-5, +10 knots).	Would have exceeded Q- limits for pattern altitude or airspeed. Ground track was unsafe. Would have rolled out on final lower than 200 feet AGL. Glidepath was erratic.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
36	Area 36. Landings: a. Hard Surface Landing.	Rounded out and flared so as to touch down smoothly. Removed any crab prior to touchdown and used the wing-low landing method to correct for crosswinds. Maintained runway centerline (± 10 feet) during rollout. Applied airbrake and wheel brake as necessary to smoothly stop the aircraft. Waited until an appropriate airspeed to lower the tail. Completed rollout at the intended stopping point (± 200 feet). Maintained proper clearance from obstacles on the runway.	Flared incorrectly or erratically, but was able to safely correct flight path and touch down smoothly. Allowed the aircraft to land in a crab. Maintained runway centerline (± 15 feet) during rollout. Prematurely lowered the tail. Completed rollout at the intended stopping point (± 300 feet). Did not maintain required obstacle clearance, but did not jeopardize safety.	Was unable to touchdown smoothly. Landed in an excessive crab. Was unable to control centerline ground track during rollout (>15 feet either side of centerline). Lowered the tail at an airspeed that caused the aircraft to become airborne. Allowed the nose to strike the ground (TG-15B). Would not have completed rollout at the intended stopping point (± 300 feet). IP intervention was required to maintain proper clearance from obstacles.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
	b. Grass Landing.	Rounded out and flared so as to touch down smoothly. Removed any crab prior to touchdown and used the wing-low landing method to correct for crosswinds. Maintained applicable ground track in the grass during rollout. Applied airbrake and wheel brake as necessary to smoothly stop the aircraft. Waited until an appropriate airspeed to lower the tail.	Flared incorrectly or erratically, but was able to safely correct flight path and touch down smoothly. Allowed the aircraft to land in a crab. Minor deviations in ground track during rollout. Prematurely lowered the tail. Did not maintain required obstacle clearance, but did not jeopardize safety.	Was unable to touchdown smoothly. Landed in an excessive crab. Was unable to control ground track during rollout. Lowered the tail at an airspeed that caused the aircraft to become airborne. Allowed the nose to strike the ground (TG-15B). IP intervention was required to maintain proper clearance from obstacles in the landing area.
37	Area 37. Emergency Procedures.	Displayed correct, immediate response to boldface and correct response to non-boldface emergency situations. Effectively used applicable checklists.	Response to boldface emergencies was correct. Response to certain areas of non-boldface emergencies or follow-on steps to boldface procedures was slow or confused. Used the appropriate checklists, but was slow to locate required data.	Made an incorrect response for boldface emergency. Was unable to analyze problems or take corrective action. Did not use applicable checklists or lacked acceptable familiarity with their arrangement or contents.
38	Area 38. General Knowledge: a. Aircraft General.	Demonstrated thorough knowledge of aircraft systems, limitations, and performance characteristics.	Demonstrated deficiencies either in depth of knowledge or comprehension. Knowledge of aircraft systems, limitations, and performance characteristics was sufficient to perform the mission safely.	Demonstrated unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
	b. Flight Rules and Procedures.	Demonstrated thorough knowledge of flight rules and procedures, and the National Airspace System (NAS).	Demonstrated deficiencies in depth of knowledge.	Demonstrated inadequate knowledge of flight rules and procedures, and the NAS.
	c. Local Area Procedures.	Demonstrated thorough knowledge of local procedures.	Demonstrated deficiencies in depth of knowledge.	Demonstrated inadequate knowledge of local area procedures.
39	Area 39. Instructor Ability: a. Briefing and Debriefing.	Presented a comprehensive, instructional briefing or debriefing which encompassed all mission events. Properly used training aids and reference material. Gave proper analysis of all events or maneuvers. Clearly defined objectives.	Made minor errors or omissions in briefing, debriefing, or mission critique. Was occasionally unclear in analysis of events or maneuvers. Objectives were ambiguous or unrealistic.	Made major errors or omissions in briefing or debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Did not use training aids or reference material effectively. Briefing or debriefing was below the caliber of that expected of instructors. Failed to define mission objectives.
	b. Demonstration of Maneuvers.	Performed required maneuvers within prescribed parameters. Aerotow demonstrations did not exceed limits of tow plane or cause loss of sight of tow plane. Provided concise, meaningful in-flight commentary.	Performed required maneuvers with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.	Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide in-flight commentary.

A R E A	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q	U
	c. Instructor Knowledge.	Demonstrated indepth knowledge of procedures; mission requirements; aircraft systems, performance, and characteristics.	Had deficiencies in depth of knowledge of procedures; mission requirements; aircraft systems, performance, and characteristics.	Was unfamiliar with procedures; mission requirements; aircraft systems, performance, and characteristics. Lack of knowledge in certain areas seriously detracted from instructor effectiveness.
	d. Ability to Instruct.	Demonstrated appropriate level of instructor ability. Clearly instructed all mission requirements and any required additional training or corrective action. Instruction was accurate, effective, and timely.	Problems in communication or analysis degraded effectiveness of instruction or evaluation.	Demonstrated inadequate ability to instruct. Was unable to perform, teach, or assess techniques, procedures, or systems use.
	e. Intervention.	Used verbal and/or physical intervention when appropriate. Verbal inputs were clear and concise.	Was slow to use verbal or physical intervention when appropriate. Verbal inputs were not clear and concise.	Failed to use verbal or physical intervention when appropriate. Verbal inputs were confusing. Control inputs were made without taking the aircraft.
	f. Grading Practices.	Accurately assessed student's ability and assigned grades in accordance with applicable regulatory guidance. Remarks were clear and pertinent.	Made minor errors or omissions in student assessment/grading. Remarks were incomplete or slightly unclear.	Did not accurately assess the student's ability or assign realistic grades in accordance with regulatory guidance. Remarks were invalid, unclear, or did not accurately document performance.

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DCS, Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircrew Operations*, 19 January 2012

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010

AFMAN 33-363, *Management of Records*, 1 March 2008

Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, November 22, 1943

Executive Order 13478, *Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers*, November 18, 2008

Privacy Act of 1974

Privacy Act System Number F011 AF XO A, *Aviation Resource Management Systems (ARMS)*, December 26, 2002

Public Law 92-204, Section 715, *Appropriations Act for 1973*

Public Law 93-294, *Aviation Career Incentive Act of 1974*

Public Law 93-570, *Appropriations Act for 1974*

Title 37 United States Code, Section 301a, *Incentive Pay*

TO 1G-15(T)-1CL-1, *Pilots' Abbreviated Flight Crew Checklist, USAF Series TG-15A/B Sailplanes*, 15 November 2005

TO 1G-16(T)-1CL-1, *Pilots' Abbreviated Flight Crew Checklist, USAF Series TG-16A Sailplane*, 1 January 2012

Adopted Forms

AF Form 8, Certificate of Aircrew Qualification

AF Form 8A, Certificate of Aircrew Qualification (Multiple Aircraft)

AF Form 847, Recommendation for Change of Publication

Abbreviations and Acronyms

AGL—above ground level

CG—center of gravity

EPE—emergency procedures evaluation

FE—flight examiner

IAW—in accordance with

IFG—in-flight guide

IP—instructor pilot

INSTR—instructor

KIAS—knots indicated airspeed

MAJCOM—major command

MSN—mission

NAS—national airspace system

OPR—office of primary responsibility

PA—Privacy Act

Q—qualified

QUAL—qualification

R—required area

RQ—Requalification

U—unqualified

Vne—never exceed speed